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WISCONSIN WING

CONFEDERATE AIR FORCE

13TH ANNUAL WISCONSIN WING AWARDS BANQUET

Mark your calendars now for a wonderful gala evening at the Thirteenth Annual Wisconsin Wing Awards Banquet! This exciting evening has been set for April 8, 1995 at the Steak House 100 on Greenfield Avenue in West Allis. This is the fourth year that we have been at this location and it has served us very well. The food is excellent and the atmosphere is very enjoyable especially since they have just remodeled the private dinning room that we will be using. We look forward to returning as a grand evening has been planned.

This event allows for a wonderful social evening for Wing members, spouses and guests and is an opportunity to pay special recognition and thanks to those people in the Wing and volunteers who have made a significant contribution to the continued success of the Wisconsin Wing. Along with the special recognition awards there are always a few "humorous" awards to be handed out as well. We will again have a silent auction to help raise much needed funds for the Wing project and we will have some great door prizes to give away. This is truly an evening that can be enjoyed by all Wing members and guests, not just the award recipients.

On a Wing and a Prayer...

The Newsletter of the Wisconsin Wing. Vol. 12, No. 2, February, 1995.

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The C.A.F. is a patriotic organization dedicated to the preservation of the World's Greatest Combat Aircraft — 1939–1945. All contributions to C.A.F. are tax deductible.

The Wing Awards Banquet will begin at 5:30 PM with a cash bar social cocktail hour which gives us a chance to meet and greet our friends and guests. This year there will be three dinner options. Dinner choices will be either a 10 oz. Top Sirloin of Certified Angus Beef, a Rotisserie Chicken or a 9 oz. Orange Roughy. Served along with dinner will be a crisp tossed green salad with choice of dressing, french bread and butter, baked potato with butter or sour cream, relish tray, beverage and sherbet is offered for desert.

Our guest speaker for the evening is Mr. Earl G. Pingel, the current president of the Billy Mitchell Chapter #247 of the Air Force Association. Mr. Pingel was designated a Naval Aviator in July 1945 and flew PBM's with VP-204 in the Caribbean, based at NAS (Naval Air Station) Coco Solo, Panama Canal Zone until April 1947. That was when he was released from active duty and became a member of the Ready Reserve with VP-811 based at NAS Minneapolis flying PV-2 Harpoons and later P2V Neptunes. He retired from the Naval Reserve in 1968. He was then active in teaching and Co-Directing Aerospace Education Workshops for teachers through UW-Stevens Point (1964-'72) and UW-Milwuakee (1976-date). Earl is a current CFI-I and a part owner of a Commanche 180. His presentation on his years of flying should prove to be quite interesting and entertaining and we look forward to his presentation.

We need you to fill out and return the enclosed reservation form to the event coordinator, Col. Barbara Regenfuss, *no later than March 31*, so that we can give a head count to the restaurant. We would appreciate it if you could return the form in as soon as possible so that we can facilitate our planning. The dinner and door prize tickets may be picked up at the door the night of the banquet.

This event has proven to be one of the social highlights of the Wisconsin Wing and a grand evening is guaranteed for all. Don't forget that we have some wonderful door prizes to give away and we always have some interesting items for our silent auction. So come one, come all, to our party and remember friends, relatives and guests are especially welcome.

VISITORS
By Mike Lange

On December 14, we had some special guests out at the hangar: Norm Koerner of "Fat Cat Too" out of Lafayette, Louisiana and Steve Hilligoss of "Hot Stuff" out of Mount Comfort, Indiana. If you are not familiar with them, they both have been operating PV-2's for a number of years.

Bob Kummerow, Ernie Kierzek and I spent the day with them and it turned out to be a very informative and helpful day for all concerned. They wanted to see what we are doing here and we talked about some mutual interests which we all are going to need to make the aircraft more authentic, and some information for us to make the plane a little safer in its operation.

All in all it was a good day for all parties and when they left here they were highly impressed on what we have accomplished so far in the restoration of our Harpoon.

NORM KOERNER ("FAT CAT TOO") AND STEVE HILLIGOSS ("HOT STUFF") VISIT "EMPIRE EXPRESS" AT OUR HANGAR.

"FAT CAT TOO" SERIOUSLY DAMAGED

The following article is reprinted from the "Official", newsletter of the Combat Aircraft Museum, October, 1994. The Combat Aircraft Museum. located in Lafayette, Louisiana, operates a PV-2 Harpoon named "Fat Cat Too"

Friday, September 30, 1994 did not turn out quite as we had planned. The morning began quiet and simple as we all prepared to leave for El Paso, Texas to perform at the El Paso Amigo Airshow. As pilots Norm Koerner and Frank Anders, along with flight engineer Jesse Weaver, were doing routine flying and touch and go's prior to our departure, something went terribly wrong. Instead of routinely retracting the flaps and adding full power to take-off during a touch and go, the landing gear was retracted by mistake. The "Fat Cat Too" continued rolling down runway 4R with full power until the aircraft became light enough for the gear to retract but did not have enough airspeed to fly. The first indication the crew had that the gear handle had been retracted instead of the flaps was when the props began hitting the runway. the plane then skidded on it's fuselage for approximately 1,500 feet until it finally came to rest only twenty feet from the center line of the runway. The crew immediately began shutdown and evacuation procedures which prevented any further damage to the aircraft. No one was injured and the aircraft was recovered within the next hour and returned to its home at the Combat Aircraft Museum. As best as we can determine at his date, the damage was limited to engines, props, bomb bay doors, gear doors, and the horizontal stabilizer. We anticipate having the "Fat Cat Too" flying by March '95 and will make it's first airshow commitment in April.

MEMORIES AT NEXT WING MEETING

The next general membership meeting of the Wisconsin Wing will be held at the 128th Air Refueling Group, 1919 East Grange Avenue, Mitchell International Airport, at the "Guard House" club (bldg. 112) at 7 PM on February 21, 1995.

We will be showing a video tape of the first PV-2D that crashed on its test flight in 1984. Scenes include the changing of an engine and props, engine run ups, "the fateful flight" and the aftermath at the crash scene. Also on the tape is scenes of our current PV-2D in 1985 in Belton, Missouri, its arrival at Waukesha Airport and the moving it around prior to our obtaining a hangar. It may be "home movies" but it is the only video history we have. Come on out and take a look back at what was like "back then".

PLEDGE UPDATE

We would just like to take this opportunity to thank all of you who have made a contribution or pledge to the 1995 Fund Drive. The response has been very good with much progress being made in both of our fund drive areas; the General Restoration Fund and the Engine Fund.

If you have not yet given, and were planning to do so, it is not too late to send in your contribution or pledge. We truly need your support on the PV-2 restoration project and we need everyone's support. Do we have yours? All we ask is $20 per month!

CALENDAR OF EVENTS FEBRUARY

Sat. Feb. 4: Work party at the hangar. 8 AM to 4 PM.

Tues. Feb. 7: Work party at the hangar. 6 PM to 9:30 PM.

Fri. Feb. 10 through Sun. Feb. 12: Winter Wing Staff Conference. Midland, Texas.

Sat. Feb. 11: Work party at the hangar. 8 AM to 4 PM.

Mon. Feb. 13: Wing staff meeting at the hangar. 7 PM.

Tues. Feb. 14: Work party at the hangar. 6 PM to 9:30 PM.

Sat. Feb. 18: Work party at the hangar. 8 AM to 4 PM.

Tues. Feb. 21: General membership meeting at the 128th. 7 PM. PV-2 video presetation.

Sat. Feb. 25: work party at the hangar. 8 AM to 4 PM.

Tues. Feb. 28: Work party at the hangar. 6 PM to 9:30 PM.

Sat. Mar. 4: Work party at the hangar. 8 AM to 4 PM.

Tues. Mar. 7: Work party at the hangar. 6 PM to 9:30 PM.

DONATIONS AND CONTRIBUTIONS

Col. Ed Klingbail has donated $100 toward a $250 pledge to the Engine Restoration Fund with the balance to be paid over the course of the year.

Mr. A.P. Stehle (VPB-139) of Bradenton, Florida has donated $25 to the General Restoration Fund.

Col. Ernie Kierzek has donated $250 to the Engine Restoration Fund.

Col. John Kmet has pledged $360 to the Engine Restoration Fund by paying $30 a month for the next year.

Col. Robert Wick has donated $400 to the PV-2 projects with $150 earmarked for the Engine Restoration Fund and $250 to the General Restoration Fund. This gift qualifies him as a Crew Sponsor

Mr. Kenneth Krawczyk of Universal Welding & Engineering provided the bending of the spar block for the PV-2 at no charge to the wing.

Mr. David Vermillion has donated $100 to the Engine Restoration Fund.

Mr. Frank Theis has donated $36 to the Wing operating account.

Mr. Robert Larson (VPB-136) of Camano Island, Washington has donated $37 to the PV-2 General Restoration Fund.

Col. Carol Kiefer has pledged $840 to the PV-2 project by paying $70 per month for the next twelve months. $600 is going toward the General Restoration Fund and $240 is earmarked for the Engine Restoration Fund.

Col. Don Kiefer has pledged $900 to the PV-2 project by paying $75 per month for the next twelve months. $600 is going toward the General Restoration Fund and $300 is earmarked for the Engine Restoration Fund.

Mr. Jeff Dix of Wausau, Wisconsin has donated $10 to the Wing.

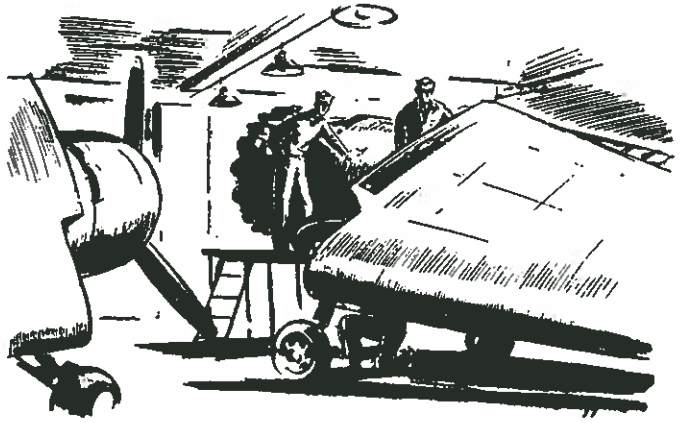
Mr. Robert Seitz of Wauwatosa, Wisconsin has donated $50 to the General Restoration Fund.

Col. Robert Hartmann has donated $300 to the PV-2 project with $150 to the General Restoration Fund and $150 for the Engine Restoration Fund.

Col. Paul Bennett has pledged $240 to the Wing PV-2 project with $120 to the General Restoration Fund and $120 to the Engine Restoration Fund.

Mr. Charles Scrivner (VPB-139) of Independence, Missouri has donated $50 to the PV-2 project with $25 to go toward the Engine Restoration Fund and $25 to the General Restoration Fund.

Mr. Robert Feiten (VPB-131) of Englewood, Colorado has donated $50 to the PV-2 General Restoration Fund.



ARTIFACTS ON DISPLAY

A display of World War II artifacts is being exhibited at the City of Waukesha Library on Wisconsin Avenue in downtown Waukesha from January 16 through February 24. The artifact display cabinet is on the main floor across from the information desk.

The display was set up by Public Information Officer Col. Bob Wetter with help from Col. John Hartmann and consists of artifacts taken from our own display cabinet out at the hangar. Informational brochures about our Wing will also be on display and available to persons who view the exhibit so that they can further investigate our activities if they wish to. This is another excellent example of ways for our Wing to be proactive in the community and make people in the Waukesha area aware of our efforts.

NEW WING MEMBER

We would like to take this opportunity to welcome new CAF Colonel and Wisconsin Wing member Col. Douglas J. Wick of Milwaukee. Doug is a professional pilot and is the son of Col. Robert Wick, our Operations Officer. He is looking forward to helping with the restoration of the PV-2 and possibly helping with the PX. Lets give Doug a big welcome when we see him out at the hangar.

WING ASKED TO PARTICIPATE

On September 2, 1995, Waukesha County is hosting a World War II Commemorative Event to honor all of its World War II veterans. This date was chosen to honor and recognize our veterans, 50 years to the date of V-J Day. The event is being coordinated by the Director of Veterans' Services.

This event will be extensively promoted throughout the area as well as the entire state of Wisconsin via television, radio and newspapers. A large public turnout is anticipated for this event. Federal and state dignitaries have also been invited to participate and speak.

The Wisconsin Wing has been invited to participate in this remembrance of all those who served our great country during World War II by helping provide WWII aircraft for static display and, weather permitting, a fly-over of aircraft. Waukesha County Airport has an area near the Waukesha County Exposition Center which will be used for this display.

The Wisconsin Wing, which is also a World War II Commemorative Community, has responded to the Waukesha County Department of Veterans' Services as a willing and eager participant in this fine commemorative event by offering our services in helping procure aircraft for the static and flying display. We are delighted that we are able to help out with this event and, again, be active in our community. More details of this event will be forthcoming in later months.

WHAT IT WAS LIKE TO BE A WASP

By Dottie Hines Mosher (W44-6)

"THINGS WE NEVER KNEW (NOR CARED ABOUT) UNTIL WE FLEW THE AT-6"

Because of the popularity of the AT-6 (SNJ) as a Warbird, I though the CAF and friends would enjoy the following observations about this great plane (from the viewpoint of a WASP trainee:

- Total exhaustion
- ETA is not a Greek letter
- You should always let your right hand know what your left hand is doing, if *you* know
- 110 miles per hour is not 105, not 115 but ONE HUNDRED AND TEN
- Flying formation on the base leg is not an approved procedure
- Airplanes are smarter than people
- You can land with "gear down" and "over"
- You should switch to interphone before calling out cockpit procedure; everybody else in the area already knows it
- You should report in to the tower when you're "just about on the ramp" (Delano's idea)
- At least four hands are necessary when your landing gear won't lock down and you're trying to get instructions from the tower through a headset broken in the middle (how 'bout that, Helen Hall?)
- A rudder exercise stall is performed for the sole purpose of proving that it can't be done
- You can be lost all the way and still get from one place to another
- Even if you don't understand the check pilot, you shouldn't try to cruise at 210 mph, Hutchinson
- You can get very tired pumping the wheels up all the way from Harpersville (discovered by Hines)
- Vernon doesn't look a bit like Wichita Falls, right Rexroad?
- The ground is quicker than the eye, especially with full flaps
- One parachute and three cushions add up to two tons
- Landing technique will never replace the good old-fashioned bounce
- 650 horses constitute a stampede
- A town is not a town but a house
- All railroad trips are not taken in trains
- Transition means the change from half normal to half crazy
- One computer is better than three guesses
- An "H.P." (Hot Pilot) is one who tells the tower she is turning on the base leg when she is
- "Take it around by yourself now" is the sweetest phrase in the English language

The foregoing comments were written for the 44-W6 Classbook by my best WASP friend and baymate, astute Pat Hopkins. She died in 1979 at the age of 58.

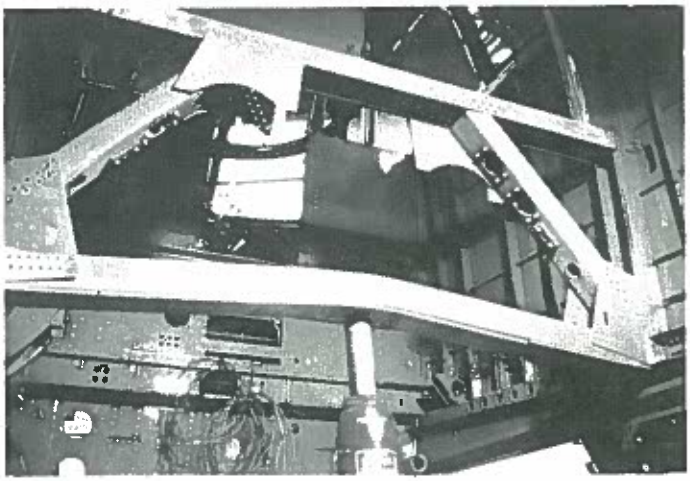
DUES ARE PAST DUE

If you have not sent in your 1995 Wisconsin Wing dues you are now in arrears. Dues were due in January. Please remit Wing dues of $36 so that we can keep our roster up to date.

PV-2 RESTORATION UPDATE
By Mike Lange

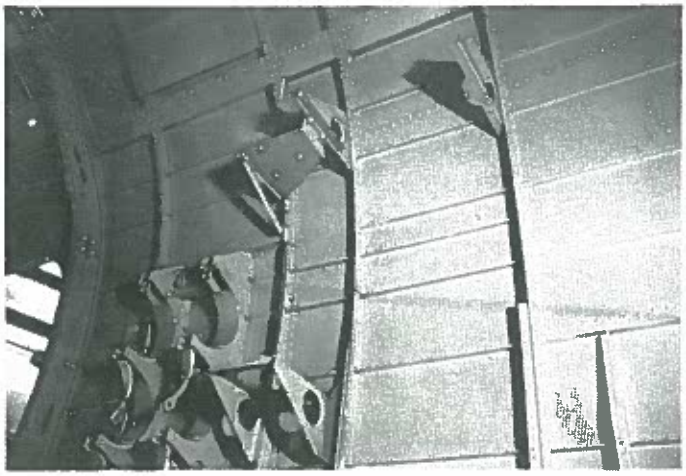
Since our last update, there has been a lot of work done. We have pulled one of the wings off the rack to begin the final work on them for closing. All the metal covers have been repainted and installed and just need to be safety wired after the tanks are pressurized and checked for leaks. There is still some minor sheet metal repairs to do on the outboard lead edge where they had chopped away sections for the spray bars when it was an agricultural sprayer in its previous life. After that is finished the new wiring harness will be installed and then the auxiliary oil tank can be installed back in the lead edge. After one wing is finished, the other one will be brought down and the same things done to that one and hopefully in early summer we will be able to get them into paint. Then it won't be too long until we can rehang the wings on the aircraft and continue with the fitting of lines and cables from the fuselage through to the wings.

WINGS GETTING READY FOR FINAL OUTFITTING.



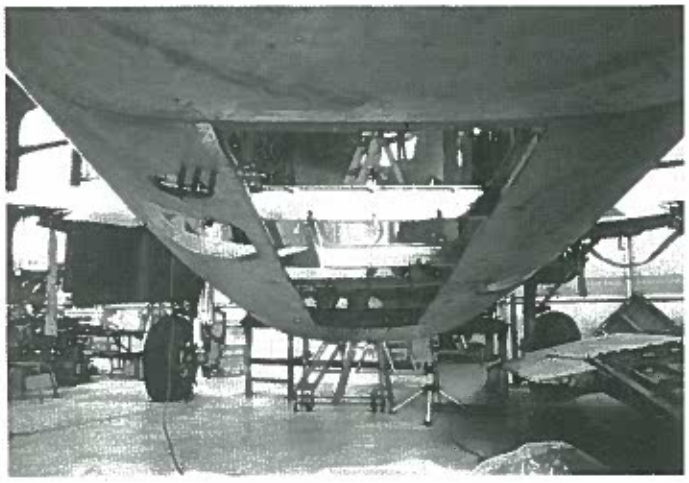
WORK IS PROGRESSING ON FINISHING UP THE MAIN WING SPAR REPAIR.

After so many years of working to get the main wing spar repaired and certified, we are finally getting into the final stages of finishing up the repair of the main wing spar. We have had the bar for the splice bent and now have started the clean up of the old spar for painting. We are also in the process of cutting out new plates for the trusses and mating of the two spars as well as making final adjustments as to the final fit. After this is finished we will be able to make and install the new floors over the bomb bay which will sure make it a lot easier to work the restoration process in the forward fuselage area. A special thanks to Universal Welding in Waukesha for donating their services in the bending of the steel bar for the spar splice. We are glad that we are finally seeing the light at the end of the tunnel in repairing the spar. This one project has set us back nearly five years at a cost of about $15,000. But since it had to be done, it was going to be done right and the aircraft will now have many trouble free years ahead of it.

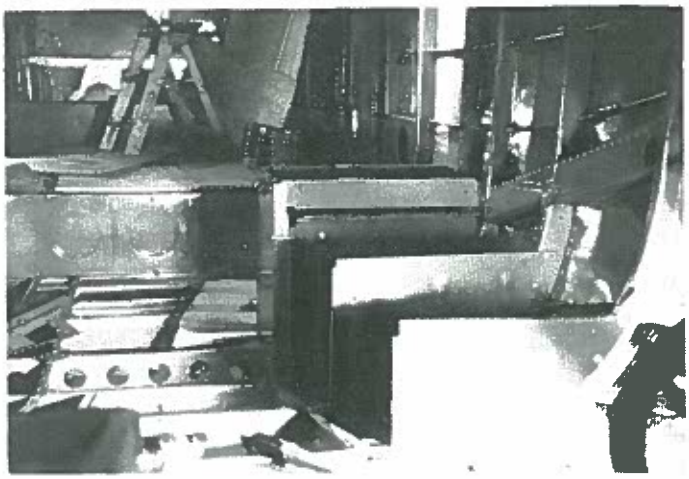


OXYGEN BOTTLE RACKS INSTALLED.

Concerning some other odds and ends, most of the wood floors for the cockpit, radar station and the rear deck have been completed. A special thanks to Chester Wojciechowski, Bob Kummerow's father-in-law, for he made up all the 1/4" flooring at his home which took a lot of time of cutting, drilling and transfer of parts from the old to the new. We also started making some of the wooden box frames for a storage box in the rear of the fuselage.



BOTTOM PANEL OF PV-2, AFT OF BOMB BAY, IS REPLACED.

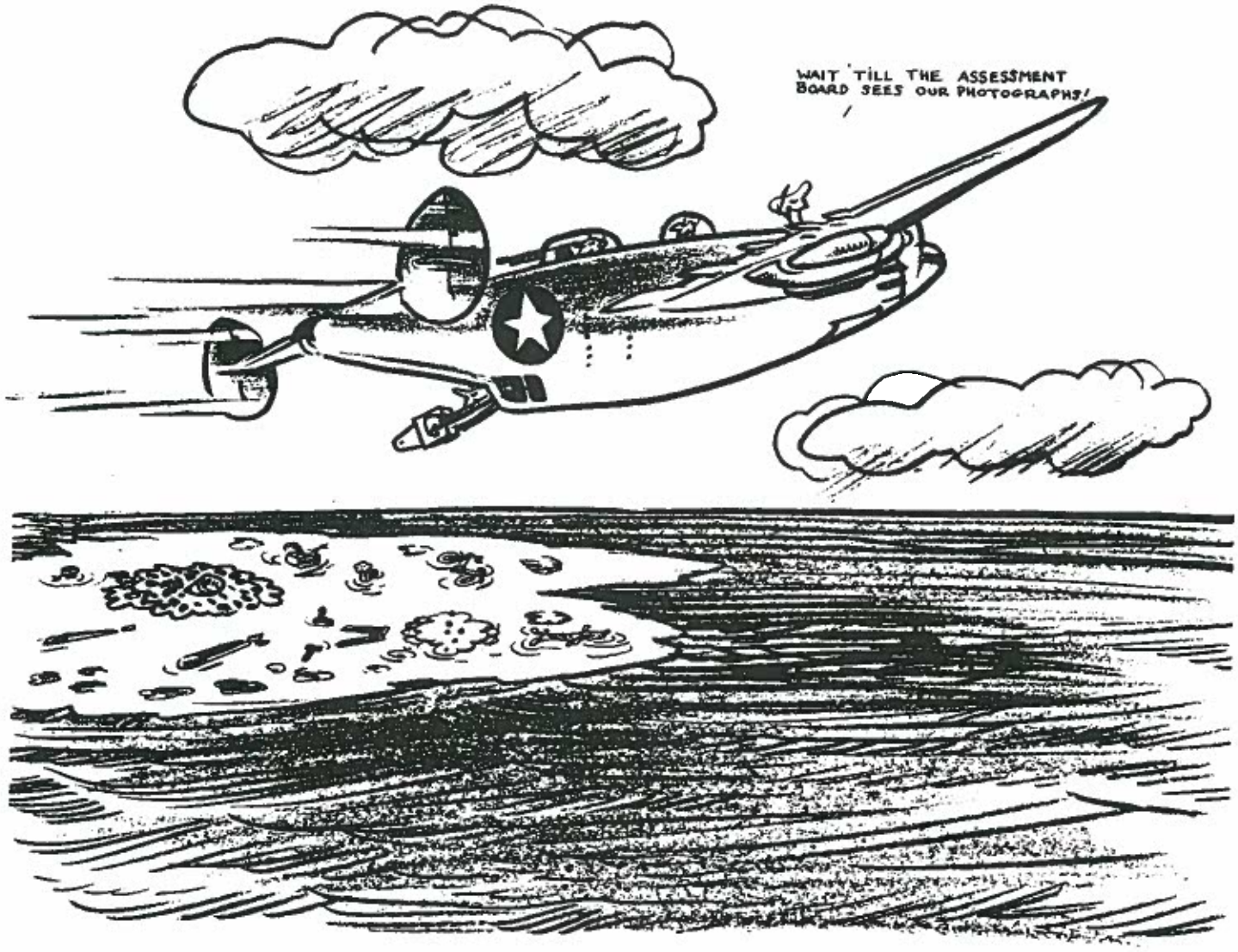


INTERIOR WORK CONTINUES WITH REBUILDING OF FLARE STOWAGE BOXES.

One large lower skin panel on the fuselage running from the bomb bay rearward has been removed and replaced due to the old panel having a number of areas that had some penetration and numerous holes in it.

A number of parts from the old fuselage have been stripped, sanded and repainted and we are now riveting these parts into the fuselage. It is really nice to start seeing the airplane taking shape again after all these years of tearing apart and cleaning.

The last few months have just been overwhelming with all the support we have got from all our members and volunteers. Thanks to you all, we have got a lot more done on the Harpoon than we had hoped to get done and with the winter months we have a lot to do. So lets keep the progress on the positive side. Again, thanks to everybody for all the help.



Don't be fooled by German <u>tricks</u>!